

PILLARS AND DECKS.

		Is there IN SHIP. N/A.	Any Departure from Approved Plans to be Noted.	Is there IN SHIP. N/A.	Any Departure from Approved Plans to be Noted.	Number Certified
PILLARS, No. of Rows	AT ENDS					56
" in 'tween Decks, Size and Spacing	OF VESSEL					56
" " " " "	ONLY		✓			1*
" in Holds " " "	✓					
" " " " "						
Centre Line Bulkhead, LONG WING HEADS Stiffeners and Spacing	CORRUGATED SHEETS		✓			
Plating, thickness of	14 13 12.5 AND 11		✓			
STRINGERS AND DECKS.						
Uppermost Continuous Deck.						
Stringer Plate, breadth and thickness in Wells	1850 23		✓			
" " " " in way of Bridge	✓					
" Angle in Wells	DECK STRINGER WELDED TO A RIVETTED PLAT BAR ON SKEEL (SEE DW. PLAN)		✓			
Thickness of Plating abreast Deck openings in way of Wells	32		✓			
Thickness of Plating abreast Deck openings in way of Bridge	20.5		✓			
Thickness of Plating within line of openings...	✓					
If Sheathed, material and thickness.....	✓					
Second Deck.						
Stringer Plate, breadth and thickness in Wells	1875 7.5		✓			
	AFT.					
Stringer Plate, breadth and thickness in way of Bridge			✓			
Thickness of Plating abreast Deck openings in way of Wells			✓			
Thickness of Plating abreast Deck openings in way of Bridge.....			✓			
Thickness of Plating within line of openings...	4.5		✓			
If Sheathed, material and thickness.....	✓					
Third Deck.						
Stringer Plate, breadth and thickness.....	✓					
If Plated, state thickness	✓					
Fourth Deck.						
Stringer Plate, breadth and thickness.....	✓					
If Plated, state thickness.....	✓					
Poop Deck.						
Stringer Plate, breadth and thickness.....	1170 8.5		✓			
Plating, Sheathing, material and thickness ...	7 SHEATHED WITH 65% D.P. CLEAR OF DECK HOUSES ✓					
Bridge Deck.						
Stringer Plate, breadth and thickness.....	✓					
Plating, Sheathing, material and thickness ...	✓					
Forecastle Deck.						
Stringer Plate, breadth and thickness.....	1200 8		✓			
Plating, Sheathing, material and thickness...	NOT SHEATHED		✓			

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	inches.	inches.	inches.	inches.		inches.	inches.		inches.	inches.		
Flat Plate Keel.....	2040	27	27	27	✓	DOUBLE	25	100	✓			
„ Dblg. (if any)												
Bottom Plating, No. of Strakes ..FOUR.....	2040			15	✓							
	1892			20 TO	✓							
	2050	21	14	STERN PR.	✓	ELEC. WELDED				ALL BUTTS		
	2000											
Bilge Plating, No. of Strakes ...TWO.....	2000	23	14	15	✓	UPPER & LOWER SEAM	100 LOWER SEAM					
				20 TO	✓	DOUBLE RIVETS	25	96 UPPER	✓	ELEC. WELDED.	✓	
				STERN PR.								
Side Plating, No. of Strakes ...THREE....	2050	19	13	13	✓	ELEC. WELDED						
Upper Deck, Sheer-strake in Wells.....	2000	24	13	13	✓	DOUBLE SEE	25	96	✓			
						OK. PLAN FOR STR. CONNECTION						
Upper Deck, Sheer-strake in Bridge ...												
Strake below Sheer-strake in Wells.....	1960	19	13	13	✓	ELEC. WELDED						
Strake below Sheer-strake in Bridge ...												
				14 FT BREAK TO 10.5	✓							
Poop Side Plating.....						ELEC. WELDED						
Bridge Side Plating.....												
Forecastle Side Plating			11.5		✓	ELEC. WELDED						

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule	
		15		12		EIGHT	
		STIFFENERS.					
Plating Thickness.		VERTICAL.		HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.		
MIDSHIP BULKH'D, Upper 'tween decks							
" " Second "							
" " Third "							
" " Hold IN TANKS	14-11	CORRUGATED 3 HEADS	-	2 HORIZONTAL STRINGERS 12" THICK			
" " COLLISION (in Hold)	14-5 to 11	260 x 14 I	683	3 HORIZONTAL STRINGERS SEE PLAN			
" " AFTER PEAK	11-5 to 7-5	200 x 11 I	625	OIL FUEL TANK FLAT.			
		90 x 60 x 7 I	683				
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <u>OPEN HEARTH</u>							
<u>I.L.V.A. STAB. DI GAGNOLI, STAB. DI MARGHERA, STAB. DI SAVONA, STAB. DI NOVI LIGURE, STAB. DI TRIESTE.</u>							
<u>SOCIETA' ITALIANA ACCIAIERIE CORNIGLIANO, OESTERREICHISCH-ALPINE MONTANGESELLSCHAFT.</u>							
Has the Steel been tested as required by the Rules? <u>YES</u>							

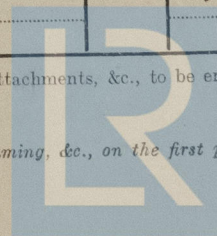
M.T. FIACCOLA. C.R.O.A. N° 1784. TRIESTE RPT. N° 13944.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads, Inches.	Rivets in Brackets to Bulkheads.	
		Diam.	Speng.	Inches.	Number.	Diameter.							
g of L, L or C		IN m/m.							IN m/m.				
in Bridge 'tween Decks ...													
from Uppermost Continuous													
ck No. 1													
" 2													
" 3													
" 4													
" 5													
" 6													
" 7													
" 8													
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
Spacing of longitudinal Frames		Amidships			At Ends								
Tank Top Longitudinals													
Bottom		300 16 B.P.											
Amidships		683											
At ends...		TRANSVERSE FRAMING CLEAR OF CARGO TANKS											
Transverses.		MAIN TRANSVERSES			INTERMEDIATE TRANS.								
Depth and Thickness		1000 11			NONE AT								
Face Angles		PLATE 320 20			SIDES								
Lugs to Shell*		NONE ELEC. WELDED											
Depth and Thickness													
Face Angles													
Lugs to Shell*													
Depth and Thickness		1200 12			1200 12								
Face Angles		150 12 WING TANKS 140 12 CENTRE TANKS.			165 12 WING TANKS.								
Lugs to Shell*		NONE ELEC. WELDED			NONE ELEC. WELDED								
Back Bars													
Brackets		NONE CONTINUOUS											
Spacing of Transverse Frames...		10,260			5130								
* State if jogged or liners.													
Longitudinal		Bridge Deck											
Upper		200 11 3/16 PLATE											
Second													
Third													
Transverse Beams.		815x11 180x14 INT. TRANSVERSES											
		815x11 160x12 MAIN TRANSVERSES											
		200x12 IN WING TANKS.											

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.



Lloyd's Register Foundation

0081213

CHAIN CABLES.

HAWSERS AND WARPS

Steering Gear, Type (Power or hand) ELECTRIC HYDRAULIC. Alternative Means of Steering BLOCKS & TACKLES LED TO AFTER CAPSTANS.

Steering Chains (Size and Test) _____ Windlass STEAM. Boats FOUR. STEEL

Holds, thickness and material _____ Cargo Battens, thickness, material and spacing _____

Highways.—(Upper Deck) TO FORE 70LO 750 11 Thickness of Hatches EFFICIENTLY STIFFENED.

chways No. 1 (Fwd.) 5560 x 2710 No. 2 - No. 3 21. OFF No. 4 - No. 5 - No. 6 -
1700 x 640

Shifting Beams
ore and Afters

NONE.

CANTIERE NAVALE MONFALCONE

Builder's Signature. Wm. J. Miller

DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel MOTORSHIP
whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo OIL TANKER. The positions in which oil is carried as fuel or cargo should
indicated, together with the flash point (where required to be inserted in the Notation).

vessel has been built under Special Survey in conformity with the Society's
 Rules and Regulations, and Secretary's letters. The Plans and arrangements
 as given on the Reports, and as shown and amended on the approved
 plans now forwarded. All modifications or additions to the original approved
 arrangements have been indicated on the plans, and have been approved as
 being in accordance with or by standards equivalent to the Rule
 requirements. The plans of hullship Section, and Profile and Decks
 showing the ship as built now forwarded herewith, have been checked
 with the approved arrangements and found in order. The material has been
 tested to Rule Requirements by the Society's Surveyors, and the quality of the
 workmanship is good. The Freeboard marks (assigned by the Registro
 Italiano) have been cut in the vessel's sides and verified.

less 15% of dual class	4,653.000	Fees applied for,
The amount of Entry Fee.....	£70.000	26.7 1957
Special Survey Fee.....	£18.000	Received by me,
Car fund	56.953.	19
Genoa Exps	£54.807.	
Travelling Expenses, if any.....	148.585.	
Rest. Tax 3%		
State whether the Vessel has been built under Special Survey		YES

(Special notations, where part of class, to be stated.)

DUAL CLASS
to be stated.) & F.I.

I am of opinion the Vessel should be Classed +100A2
CARRYING PETROLEUM IN BULK

State whether the Vessel has been built under Special Survey YES

Signature S. P. Lumsden
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to (THIS OFFICE) Trin. Date of issue 3/11/54

Committee's Minute

Character assigned T100A1 Carrying Petroleum in Bulk.

5.54 Tri.

Lloyds A + C. + LMC 5.54

2 DB 171 lb.

CL. Oil Eng.

Wm. L. ...

The Surveyors are requested not to write on or below the Committee's Minutes.

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Lloyd's Register
Foundation

00815

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

P. 403 Steel has been ^{used} on the upper Deck in way of Pump Rooms (32" thick), on the keel (24" thick), on the upper Deck stringer plate at the Break of the Poop (28" thick) and on the sheenstrake at the Break of the Poop (30" thick). The position of this steel has been indicated on the plans and mill sheets now forwarded. The steel fitted on sheenstrake has been made by "I.L.V.A." ALTI FORNI & ACC. D'ITALIA and the remainder by SOC. ITALIANA ACC. CORNICLIANO. Steel made to comply with paragraph P. 403 by each of the above makers is subjected to a normalizing heat treatment after working. The results of the chemical analysis has been given on each mill sheet now forwarded.

Peaks, D.B. tanks, Cofferdams, Fore Deep tanks, all main cargo tanks, oil fuel Bunkers, Bulkheads and Decks tested to Rule Requirements with satisfactory results.

The capacity of the D.B. tanks under Engines is composed of the following: Lab. oil 37 tons, Piston cooling water 21 tons, Fresh water 86 tons, oil fuel 90 tons.

This vessel is a sister vessel to C.R.D.A. Jand no 1446. Tested Rpt. no 13830. Windlass and Steering Gear tried under working conditions and found satisfactory.

The as built plans of the sister vessels M. J. Bema and M. J. Lianna have been endorsed for this vessel and forwarded with this Report, also forwarded are a separate Midship Section and Longitudinal Section, 9 Forging certificates and mill sheets for P. 403 and ordinary Ship Quality Steel.

PARTICULARS OF ELECTRIC WELDING (if employed) — VESSEL ENTIRELY WELDED WITH THE EXCEPTION OF THE KEEL, BILGE STRAKE, SHEERSTRAKE, UPPER DECK STRINGER PLATE, CENTRE STRAKE OF UPPER DECK PLATING, AND TRANSVERSE FRAMES CLEAR OF CARGO TANKS. WELDING CARRIED OUT BY EXPERIENCED OPERATORS USING APPROVED ELECTRODES.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. CRUISER STEER, PART ELEC. WELDED, LONGITUDINAL FRAMING AT BOTTOM AND DECK. CARRYING PETROLEUM IN BULK. RADAR, D.F. E.S.D. AND GYRO FITTED.

RADAR Equipment (State if fitted) YES. State Type or Pattern No. TYPE 445. State Name of Maker and/or Supplier. DECCA RADAR LTD.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	HEAD 60-3-0	A.E.G.	3497	12. 9. 52
	2nd "	60-1-0	A.E.G.	3496	12. 9. 52
	3rd "	59-3-6	A.E.G.	3595	17. 10. 52
	STREAM	23-1-22	A.E.G.	6795	4. 9. 52

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 120.0 ft., R.Q.D. — ft., Bridge — ft., Forecastle 54.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. ✓ Signal Letters — Extreme Breadth over Belting NO BELTING Over-all Length 564.6 ft. (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK STEEL

Parts of Bottom of Vessel coated with cement or approved composition D.B. TANKS FOR FRESH WATER COATED WITH CEMENT. MOTOR ROOM BILGES COATED WITH RED LEAD

Particulars of composition (if fitted) and of approval —

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,	Feet.	Tons.	Fore peak tank,	Feet.	Tons.
Double bottom, under Engines and Boilers,	—	—	After peak tank,	29.5	216
Double bottom, if under Engines only, AFT	85.0	SEE ABOVE	Deep tank, aft, OIL FUEL BUNKERS	8.0	490 X
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	34.0	510
Double bottom, forward,	—	—	Other tanks, if fitted, BOILER OIL TANKS IN ER (DEEP TANKS)	13.2	360 X
Total length (if continuous) and Capacity	—	—	(If necessary furnish further information by sketch.)		

X OIL FUEL ONLY.

Order for Special Survey No. 239

Date 22.9.1952

Dates of Surveys held while building

1953 Jan 16, Feb 2, 5, 16, Mar 10, 17, 25, Apr 24, May 7, 11, 22, June 5, 17, 23, July 6, 16, 23, 27, Aug 7, 17, 29, Sept 17, 18, 23, 30, 30, Oct 2, 9, 14, 16, 19, 23, 23, 27, 28, 30, 30, Nov 2, 3, 12, 13, 16, 18, 20, 23, 24, 27, 26, 30, Dec 1, 3, 4, 9, 10, 14, 16, 18, 20, 1954 Jan 19, Feb 8, 13, 19, 25, Mar 1, 9, 12, 22, Apr 5, 14, 15, 26, May 4, 10, 12, 15, 16, 16, 20, 31.

Total No. of Visits 79